Wheel and Axle Plant at Bangalore

1036. SHRI BHUVNESH CHATURVEDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Rs. 200 crore wheel and Axle Plant of the Railiways at Bangalore has not yet started functioning though it was completed in the year 1983; and

(b) if so, what are the reasons therefor and by when the Plant is likely to start production?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) and (b) The cost of setting up Wheel and Axle Plant at Yelahanka (Bangalore) is Rs. 149.05 crores, and not 200 crores. The construction works and installation of Machinery and equipment is almost complete. Trial production has already started. The plant is expected to go into series production as soon as full power requirements are made available by the State Government.

At the time of setting up the plant the State Government had assured supply of full quantity of power (25 MVA). . Karnataka State Electricity Board (KSEB) had sanctioned a maximum demand of 20 MVA since 1-9-1983 against the Plant's requirement of 0.85 million units per month (25 MVA at 66 KV). Ths actual supply bas however been-only 5 MVA till recently for 16—17 hours a day, and

the energy utilisation has been reduced to 0.54 million units against 0.85 million units. Presently, a power cut of 25 per cent is being, applied to the Plant.

However, Keraia State has agreed to supply additional power required for Wheel and Axle Plant through Karnataka Electricity Board.

New train between New Delhi and Kota

1037. SHRI BHUVNESH CHATURVEDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey has been conducted regarding heavy rush from Kota to New Delhi in the Dehradun Express, 20 Up train;

(b) if so, what are its findings; and

(c) whether Government propose to introduce a new train from Kota to New Delhi and vice versa in view ot the heavy rush on this train?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY). (a) No, Sir.

(b) Does not arise.

(c) It is not feasible to introduced a new train for lack of resources such as coaches, diesel engines and terminal capacity at Delhi/New Delhi.

Replacement of Steel Sleepers

1038. SHRI RAMANAND YADAV:

SHRIMATI AMARJIT KAUR:

Will-the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact tbat Government have decided to replace steel sleepers with concreate-cement sleepers on Major Railway Trunk Routes;

(b) if so, the length of Kilometer routes to be replaced in the current financial year;

(c) the number of cement-concrete sleepers manufacturing units in the country and the number ,>f such ui.its to be established in the near future; and